

November/December 2001

Air Mobility Command's Magazine

THE MOBILITY FORUM

- 437th Aerial Port Squadron
Executes Venom Defender 01
- Fall Protection Basics
- Risk Management

THE MOBILITY FORUM

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Volume 10 No. 6

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Co-pilot Maj Wayne Christensen prepares aircraft 67-0015 from the 452nd Air Mobility Wing, March Air Force Base, CA for flight from McMurdo Station, Antarctica to Christchurch, New Zealand in support of Operation Deep Freeze.

*Photo by:
Staff Sgt. Michael Du
4th Combat Camera Squadron*

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COMMANDER IN CHIEF USTRANSCOM

Gen Charles T. Robertson, Jr.



COMMANDER AIR MOBILITY COMMAND



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Well, we have closed out FY01 and now we are a month into FY02. By looking at the tally sheets, FY01 was not necessarily a good "safety" year for AMC...too many in-flight and ground mishaps. Most if not all were preventable had the chain of events been broken prior to the incidents, and that's where I challenge you to help.

As we move into this holiday season, America's armed forces are in a struggle that will test our resolve for some time to come, and we must do everything we can to ensure AMC's mission capability is not diminished because of preventable mishaps. To do that, I ask you (now more than ever) to judiciously follow the established procedures as outlined in our TOs and AFIs. I also challenge you to look for ways to improve our processes...but do it the right way. Don't start doing things differently because it looks like a good shortcut. My files are full of shortcuts that have gone wrong. They went wrong because they weren't fully assessed before they were implemented or they were implemented at the wrong level for the wrong reason. Please, work changes with your supervisors and apply risk management techniques to help in your evaluation of these possible changes. Let your leadership know about your findings before implementing any changes. They need to buy-in and accept these changes to make them effective and useful across AMC.

I'm looking forward to the holiday season, as I'm sure you are, so let's start this year and this season off right. Help us build a safety philosophy that makes ORM a tool you use in every activity, every job task, and every event in your daily routine. Please try to make your work and home environments the safest and most productive places you can.

I challenge all of you to work to make things better. We, the Air Force and AMC, need your help to achieve continuous improvement in the safest possible way. Please, help me make the up coming year AMC's best and safest year.

Have a great and safe holiday season,

Col Dave Ziegler



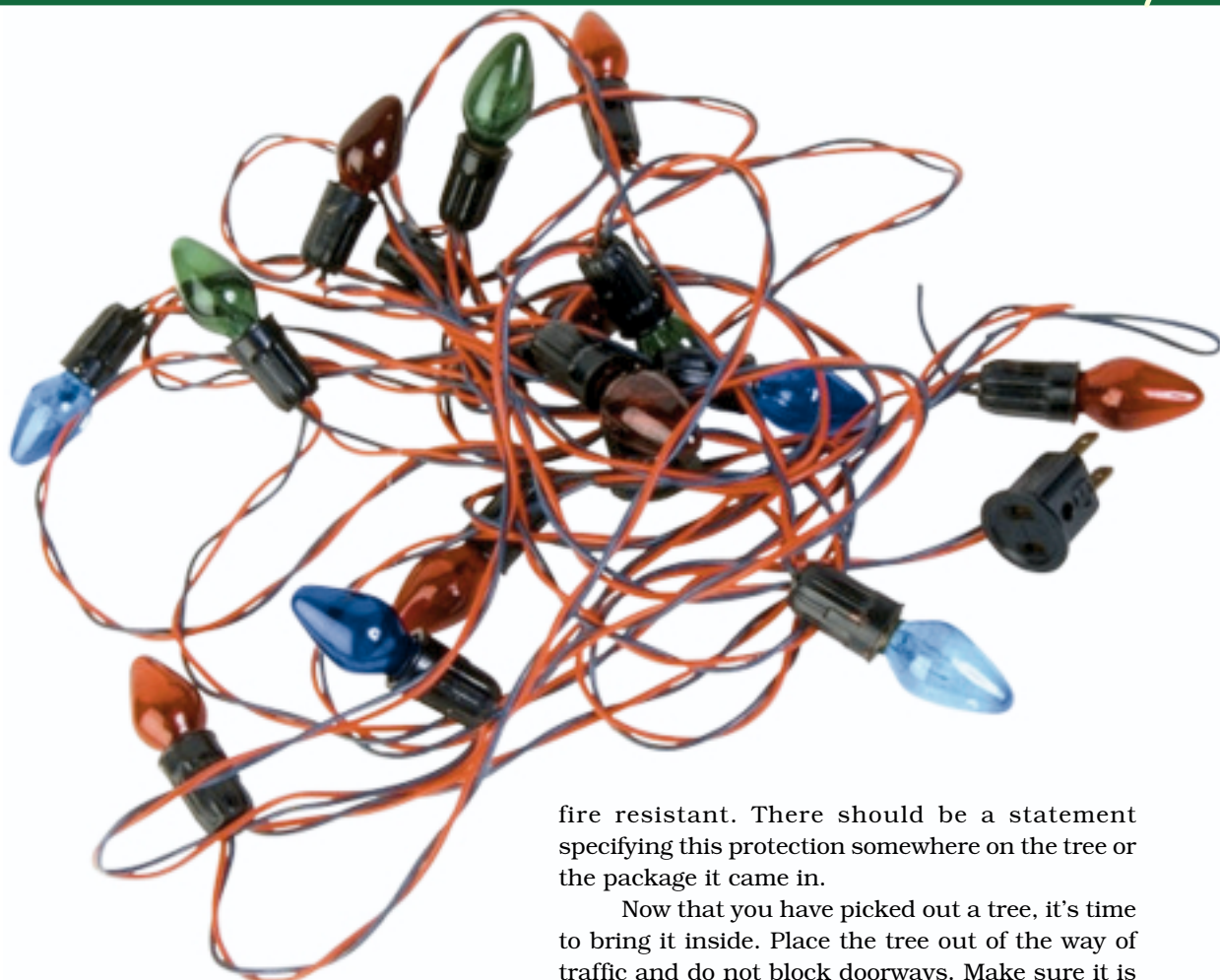
Keeping Your Holidays Safe

**by John Schatz,
Safety Management Consultant**








o! Ho! Ho! It's that time of year again when we celebrate the holidays by decorating our homes. To make sure your holiday is a merry and safe one, the following paragraphs contain some valuable safety tips to consider.

One of first items to accomplish for many personnel is choosing a tree. There are two basic options: a live tree or an artificial tree. If you decide to



purchase a live tree, try to buy a fresh one. It will stay greener longer and be less of a fire hazard than a dry tree. To check for freshness, remember:

-  **A fresh tree is green.**
-  **Fresh needles are difficult to separate from branches.**
-  **When bent between your fingers, fresh needles do not break.**
-  **The trunk base of a fresh tree is sticky with resin.**
-  **When the trunk of a tree is bounced on the ground, a shower of falling needles shows that the tree may be too dry.**

If you buy an artificial tree, make sure it is

fire resistant. There should be a statement specifying this protection somewhere on the tree or the package it came in.

Now that you have picked out a tree, it's time to bring it inside. Place the tree out of the way of traffic and do not block doorways. Make sure it is away from fireplaces, radiators and other heat sources. If it is a live tree, cut off about two inches of the trunk to expose fresh wood for better water absorption. Once you make the cut, try to get the tree into a water holding stand within 10 minutes or so before the tree seals itself and limits its water absorption capability. Your tree is likely to use a lot of water, as heated rooms tend to dry trees out rapidly, making the tree into perfect fuel for a fire. Check the water level often.

Next, it's time to decorate the tree. Many people like to add lights to their trees and sometimes on the outside of the home. Use electrical lights that have been tested for safety. There should be an identifier on the cord or plug indicating the device has been tested by an independent laboratory, e.g., Underwriters Laboratories Inc.

Examine each set of lights, new or old, for broken or cracked sockets, frayed or bare wires, or loose connections. Discard damaged sets. If you are placing lights outdoors, make sure each





Holiday Safety

light set is rated for outdoor use and that they are securely fastened or supported to a structure to protect them from wind damage. As a general rule, use no more than three standard-size sets of lights per single extension cord, but more importantly, read and follow the manufacturer's guidelines. It's a good idea to turn off all lights on the tree and other decorations when you go to bed or leave the house as the lights could short circuit and cause a fire.



If you have a metallic tree, do not use electric lights. The tree can become charged with electricity from faulty lights, and a person touching a branch could be electrocuted! To avoid this danger, use colored spotlights above or beside a tree, never fastened onto it.






After the lights are hung, it's time to put up the trimmings. It is important to use only non-combustible or flame-resistant materials. If you are spraying artificial snow on your tree or windows remember that the spray can be an irritant to your lungs if inhaled. To avoid injury, read the container and follow the directions carefully. Likewise, use caution if decorating with "angel hair" which is spun glass. Wear gloves to avoid irritation to the skin.

In homes with small children, take special care to:

-  **Avoid decorations that are sharp or breakable.**
-  **Keep trimmings with small removable parts out of the reach of children.**
-  **Identify pieces that could be swallowed or inhaled.**
-  **Avoid trimmings that resemble candy or food.**

Here are a few general holiday safety tips to consider as well:

-  **Remove all greens, boughs, papers, and other decorations from the fireplace area before lighting a fire in the fireplace. Check to see that flue is open.**
-  **Remove all wrapping papers from tree and fireplace areas immediately after presents are opened.**

-  **Keep matches, lighters, and candles out of the reach of small children.**
-  **Do not burn papers in the fireplace. A flash fire may result as wrappings ignite suddenly.**
-  **Avoid smoking near flammable decorations.**
-  **Make an emergency plan to use if a fire breaks out anywhere in the home. Plan ahead!**
-  **Never burn candles near trees.**

Remember, the holiday season is a time to enjoy the company of family and friends, so be careful and safe. Happy Holidays!!





2002 TMF *Writing Contest*

SUSPENSE: Postmarked NLT 30 April 2002

SUBMIT TO: Schatz Publishing Group
11950 W. Highland Avenue
Blackwell, OK 74631

FORMAT: Identify entries by title only. Attach a cover sheet indicating author's name, rank (when applicable), unit, home address, DSN, Commercial telephone and fax numbers, and e-mail address (if applicable). You may submit a photograph of yourself as well as any photos/graphics relating to your entry, if available.

LENGTH: Original, previously unpublished fiction or nonfiction. Entries should not exceed four single-spaced pages, including photographs/graphics.

CONTENTS: Entries should contain one or more of the following messages: safety, risk management, CRM, tanker and airlift operations, and SAC/MAC/AMC heritage.

ELIGIBILITY: Military and civilian employees of the Department of the Air Force and Air Reserve Components. All other entries are judged under a Special Category.

Mississippi Air Guard

172nd Airlift Wing - Jackson, MS



Clocks 190,000 Safe Flying Hours

**By MSgt. Sandra Ates,
172 AW/Public Affairs**

The Mississippi Air National Guard's 172nd Airlift Wing (AW) achieved another milestone in its nearly fifty-year history on March 22, when one of its C-141C aircraft touched down on the runway at

Thompson Field here, completing 190,000 accident-free flying hours.

Upon landing the gigantic cargo plane, eight aircrew members emerged from the aircraft to be greeted by Maj. Gen. James H. Lipscomb III, the Mississippi National Guard's adjutant general, Maj. Gen. Harold A. Cross, assistant adjutant general

d Unit



for the Air Guard, and Col. Robert A. Barron, wing commander.

According to Colonel Barron, this achievement encompasses 190,000 flying hours since the unit's one and only aircraft accident that occurred in 1956, when one of the unit's B-26 aircraft had a malfunction that prevented a nose wheel from

190,000 Safe Flying Hours

ONE PROUD CREW—This group of aircrew members and visiting dignitaries of the Mississippi Army and Air National Guard have something to smile about as they stand in front of the C-141C at Thompson Field following a flight that earned the 172nd Airlift Wing 190,000 accident-free hours within a 45-year duration. Pictured from left are: Capt. Tim Allred; Col. Erik Hearon, 183rd Airlift Squadron commander; Col. Robert A. Barron, wing commander; Maj. Gen. Harold A. Cross, assistant adjutant general-Air National Guard; Maj. Gen. James H. Lipscomb III, the adjutant general of Mississippi; Maj. Tommy Tillman, Maj. Tod Wall, Maj. Mike Zech, and TSgt. Veronica Moon-Cook. Not pictured are flight engineers SMSgt. Jimmy Taylor and CMSgt. Larry Bleakney Jr.

locking for landing.

"The men and women of the wing have attained a superior record of 45 years of accident-free flying, and continues to maintain the fifth highest flying safety record out of 170 flying units in the United States Air Force's Air Mobility Command," said Barron.

Today, the 183rd Airlift Squadron represents the flying arm of the Jackson-based 172nd AW. Since the unit's activation in 1953, the Mississippi Air Guard men and women have undergone eight changes in aircraft, and another conversion to the C-17 will occur within the next three years.

In 1953 the unit began its unique history as the only Night Photo Reconnaissance organization in the nation. Most of the unit pilots were all previously qualified Air Force and Army Air Corps flyers, and began training for the unit's flying mission in T-6 single-engine trainer aircraft. The T-6 was soon replaced by the Douglas B-26, a twin-engine bomber modified for the photo reconnaissance mission. By the time the aircraft arrival was completed in January 1954, the unit possessed 18 B-26s, two T-6 trainers, and one C-47 "Gooney Bird" support aircraft. In 1956, after clocking 6,600 flying hours, the unit received its first and only aircraft accident with the B-26, and thus setting safe flying hours back to zero, and a new flying mission on the horizon.

In 1957, the flying squadron took on a new mission as a transport squadron, and the start of many historical "firsts". They were the first to receive the Fairchild C-119 ever assigned to an Air Guard unit. Later, without a wing assignment, they were among the first Air Guard units in the nation to have a mobilization assignment direct to the Air Force's Military Air Transport Service (MATS), as

190,000 Safe Flying Hours

well as the first to have an aeromedical evacuation mission. This brought about another significant change when the unit became the first Mississippi Guard unit, Army or Air, to accept women member into the aeromedical field.

In 1962 the unit converted to C-121 Super constellations, followed by the C-124 Globemaster in 1967 and the versatile C-130F Hercules in 1972. With an increased demand for transport missions by the Guard, in 1986 the wing became the first Air National Guard unit ever to receive the C-141 Starlifters. With the increased emphasis for Air Expeditionary Force missions by the Guard, the unit will be the first Air Guard unit to receive the C-17s that will continue to take the unit around the globe.

With each aircraft conversion and mission expansion the unit has undergone rigorous training in the more sophisticated plans and mission techniques, all with an emphasis on safety. Since

the unit's activation in 1953, no member of the unit has been seriously injured or killed in an aircraft accident.

"I am proud of the men and women, past and present, who have contributed to this achievement," said Barron. "I'm here today to see these guard members achieve 190,000 accident-free flying hours, and I will return to the unit one day to help them celebrate their 200,000 hours." A pilot with the wing for over 20 years, Colonel Barron retired from the Air National Guard last May.

The recent historic mission, a local proficiency flight, included pilots Col. Erik Hearon, Maj. Tommy Tillman, Maj. Tod Wall, Maj. Mike Zech and Capt. Tim Allred; flight engineers SMSgt. Jimmy Taylor and CMSgt. Larry Bleakney, Jr., and the Mississippi Air National Guard's first female loadmaster, TSgt. Veronica Moon-Cook.

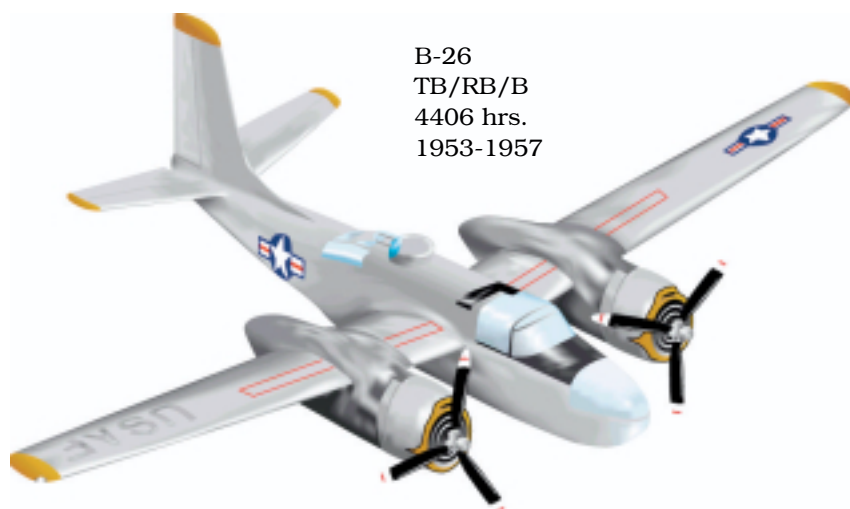


Illustration by Billy Smallwood

B-26
TB/RB/B
4406 hrs.
1953-1957

C-45
1,790 hrs.
1953-1960

U-3A
626 hrs.
1970-1973

C-121C
22,050 hrs
1962-1967

C-124C
26,685 hrs.
1967-1972

C-141B/C
64,266 hrs.
1986-Present

*Additional planes flown by
the 172nd Airlift Wing:*

C-119J
12,697 hrs.
1957-1962

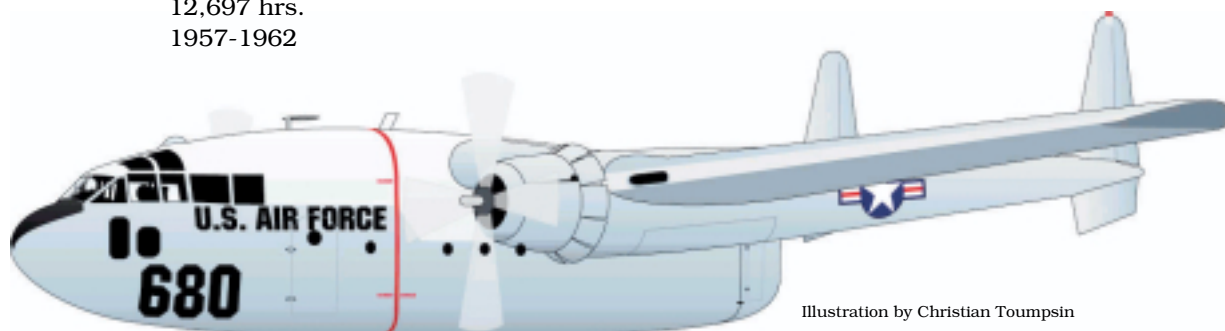
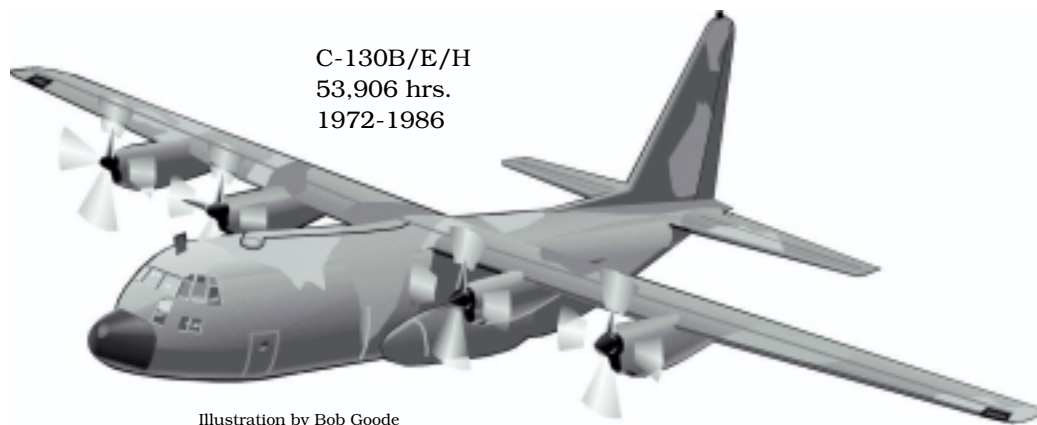


Illustration by Christian Toumpsin

172nd AW has flown around the world. Since the unit's inception it has visited the following locations outside the continental United States:
See list at right.



C-130B/E/H
53,906 hrs.
1972-1986

Illustration by Bob Goode

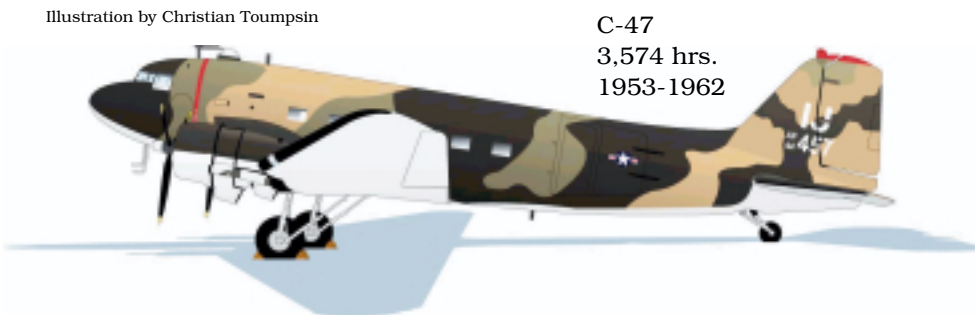


Illustration by Christian Toumpsin

C-47
3,574 hrs.
1953-1962

This achievement encompasses 190,000 flying hours since the unit's one and only accident that occurred on March 16, 1956, when a B-26 developed a malfunction that prevented the nose wheel from locking for landing. The accident was categorized as a Class B accident.

The 172nd AW ranks fifth in longevity within the Air Mobility Command (AMC) for flying safety. Of the five organizations, the 172 AW is the only Air National Guard wing-sized organization. The five organizations include:

- 16th Airlift Squadron (AD) — 58 years**
- 1st Airlift Squadron (AD) —49 years**
- 913th Airlift Wing (Air Reserve) —46 years**
- 932nd Airlift Wing (Air Reserve) —46 years**
- 172nd Airlift Wing (Air National Guard) —45 years**

The 172 AW earned the Major General John J. Pesch Trophy for flying safety in 1980 and 1988. The unit also received the 100,000 Hour Award for accident-free flying safety in 1980, and in 1981, the 172 AW received the 25 Years award for flying safety.

General Order 21 issued on June 24, 1953, activated the 183rd Tactical Reconnaissance Squadron, Night Photo, to be located at Hawkins field in west Jackson. The new unit began its unique history as the only Night Photo Reconnaissance organization in the nation. Unit pilots were all previously qualified Air Force and Army Air Corps flyers and began training for the unit's flying mission in the T-6 single engine trainer aircraft before the unit's first roll call on September 1, 1953.

Canada
Sicily
Iceland
Colombia
Puerto Rico
Johnson Is.
England
Greece
Taiwan
Oman
Paraguay
Guatemala
Turkey
Ecuador
Bermuda
Wake Is.
Norway
Sardinia
Switzerland
Uruguay
Guam
Argentina
El Salvador
Suriname
Greenland
Kwajalein Is.
Sweden
Japan
Bosnia
Italy
Crete
Nicaragua
Brazil
Virgin Is.
Azores Is.
Denmark
Philippines
Kuwait
Mexico
Okinawa
Costa Rica
Peru
Bahamas
Portugal
Netherlands
Korea
Saudi Arabia
Chile
Honduras
Panama
Bolivia
Midway Is.
Spain
France
Vietnam
USSR
Marcus Is.
Cuba
Venezuela
Haiti
Lesser Antilles
Scotland
Germany
Thailand
Australia
New Zealand
U.A.E.
Egypt
Rwanda
Canary Is.
Diego Garcia
Indonesia
Amer. Samoa
Israel



2001 *Writing Contest Winners*

FIRST PLACE

General And Operational Air Traffic In Europe:

A Primer For Mobility Crews

By Capt Michael Wood
60 Operations Group/OGT
Chief of KC-10 Training
Travis AFB, CA

SECOND PLACE

Little, But Bites Hard

By Mr. Frederick M. Robinson
Civilian, USAFR Employee
Gen Mitchell IAP ARS, Wisc.

THIRD PLACE

Excellence In All We Do

By Lt Jay Irani
61st Airlift Squadron
Little Rock, AR

HONORABLE MENTION

Distraction Vs. Diversion

By Lt Col J. Noman Komich (Retired)
Beverly, MA

Excellence In All We Do

By Lt Jay Irani
463 OSS/CCE



xcellence in all we do. We like to say that a lot in the Air Force. We put it on posters and web sites, engrave it into RMO's, and label it a "core value". But what does it really mean? We are all required to know it, but how do we put these words into action every day? Allow me to tell you the story of one exemplary aircrew, and how they wrote the book on excellence one hot and heavy day at Andrews AFB.

On the ride from the hotel to Base Ops, many thoughts raced through Captain Dan Barone's mind. He was the pilot of aircraft 63-7808, a C-130 from the 61st Airlift Squadron, the "Green

Excellence In All We Do

Hornets.” Just a few days ago he shut down the #4 engine due to torque, fuel flow, and TIT fluctuations that were beyond the prescribed Dash One limits. Though a temperature datum control valve was replaced, something kept telling him that he had not seen the last of this engine’s misbehavior. Falling back on his 2500+ hours of experience as an Aircraft Commander and T-37 Instructor Pilot, he knew all too well that these were the classic symptoms of an ailing fuel control system, and not a TD valve. Did you ever make a bet you wished you didn’t win?

The crew’s mission was called Phoenix Silver. They were scheduled to leave Washington DC and transport two of the vice presidential limousines, Secret Service, and several key staff members to Phoenix, Arizona. The cargo loading was uneventful, but it put the aircraft’s weight at 150,000 pounds; just 5,000 pounds below the maximum gross weight limit. Prior to manning duty stations, this was the picture Captain Barone painted for his crew during the departure brief: take-off was scheduled for 0800L, but the OAT was already a scorching 30 degrees Celsius. The humidity was high, and steadily climbing. A solid cloud deck sat only 1000 feet above them and a thin layer of haze surrounded the airfield in a wispy, white embrace.

Captain Barone discussed at length the fact that on this particular day, the climb performance was going to be poor due to the high density altitude. After thoroughly reviewing the takeoff & landing data (TOLD) with the flight engineer and copilot, he decided to do a max-performance take off with the bleed air valves closed since the two-engine service ceiling was subterranean. Staying aloft on two engines required the dumping of more than 20,000 pounds of fuel. So, as a precaution he asked the flight engineer, TSgt Steve Vaughn, to break the safety wires on the fuel dumping switches prior to takeoff. Captain Eddie Efsic, the navigator gave

the crew an outstanding briefing detailing the departure to be flown, local airspace, terrain hazards, obstacle clearance requirements, and also checked the nav aids for proper identifiers. The copilot, Lt. Alicia Costello, pre-coordinated her engine shutdown with the engineer, and the crew prepared to depart. Engine start and taxi was normal, and the aircraft was cleared for takeoff on runway 19R. But what started out as an ordinary takeoff would become the ride of a lifetime. The next 24 minutes over Andrews would forever rewrite the book on what CRM, teamwork, and excellence in all we do really means.

Initially, the takeoff was normal. But only seconds after the gear made it into the wheel well, at 300 feet, the aircraft began an uncommanded yawing motion; first to the right, then to the left, then even more severely to the right.

The flight engineer immediately notified the pilot of a significant drop in torque on the #4 engine, accompanied by fluctuating fuel flow, TIT and RPM, with no change in throttle position. This was the same problem encountered only a week ago, this time significantly more dangerous; immediately after takeoff, fully loaded, and on a hot, humid day. Keeping his cool, passing through 400 feet, Captain Barone verbalized “passing 2 engine minimum control speed” of 132 knots, “shutdown the #4 engine.” Shutdown was accomplished using the

fire handle only. This non-standard type of procedure is directed in the Dash One when engine instrument indications are inconsistent with throttle position. Staying situationally aware, he directed the engineer to immediately start dumping fuel and intentionally left the flaps at 50% to provide the aircraft with badly needed lift. The After Takeoff checklist was halted, Captain Barone took the radios from the copilot, declared an emergency, and the crew spurred into action.

Seconds later, the flight engineer had all 10 dump pumps operating, unloading 4000 pounds of JP-8 per minute, validating the crew's sound judgment to break the safety wires beforehand. Without skipping a beat, the copilot pointed to the #4 fire handle and received confirmation from the engineer to shut it down.

The navigator marked the coordinates in the Self Contained Navigation System (SCNS) where the dumping began, and gave the crew clock position updates on terrain, prior to entering the weather. The loadmaster, A1C Scott Schlup, without being asked called “#4 standing tall, fuel coming out on the right side, stand by for the left.” With the crew calmly and diligently performing their duties, Captain Barone keyed the mike and spoke “Reach 808, emergency.” He now had ATC's undivided attention. Maintaining his composure, he announced that he was dumping fuel, requested long vectors to allow for the completion of all checklists, and left hand turns, to avoid asymmetric power conditions by turning into the dead engine. Bound by airspace restrictions, due to the proximity of the greater Washington D.C area, the controller was unable to turn the plane until they attained 3000 feet. By the time they made it to 3000 feet, the aircraft was 12 miles off the departure end of

the runway.

ATC arranged for the longest downwind leg possible, 13 miles, which Captain Barone and crew gladly accepted. The crew took a collective deep breath, and settled in for the home stretch. The copilot was sequentially running checklists and backing the pilot up on the instruments. The loadmaster verbalized the progress of the fuel dumping and prepared the cargo compartment for landing. The flight engineer ran checklists, monitored the engine instruments, and prepared a new TOLD card. The navigator was clearing for the aircraft using radar and airspace charts he already prepared, and providing clock position updates on the location of the airfield. This was no ordinary aircrew; rather, it was a well-oiled machine.

They were offered a pilot's discretion descent down to 1,500 feet, but exercising sound judgment, they remained at 3,000 feet, above the weather, and situationally aware thanks to the navigator.

Commenting later on the decision not to descend, Captain Barone stated, “It took me a long time to get it (3000 ft.), I wasn't going to give it back.” They continued dumping fuel all the way to the final approach fix, 33,000 pounds in all, configured, and completed the Before Landing checklist. All the way down on the ILS, the copilot backed up the pilot on the controls and on the approach with altitude calls. The crew broke out of the weather at 1000 ft AGL, flew the ILS in for an uneventful landing, and was met by emergency vehicles.

In summary, Captain Barone and his crew exercised great judgment that day and provided us all with a shining example of a job well done, a real Crew Resource Management success story. The next time you read our Core Values to yourself or to someone else, know that this is what “excellence in all we do” is really about.



Winter Safety & You



by John Schatz

Safety Management Consultant

As the red and orange leaves drift on the cold north wind, one can only draw a single conclusion: Winter is coming! And while winter conjures up visions of quaffing warm beverages with friends, it also has its perils. In this article we will look at some of the hazards of wintertime.

There are many perils we face in the wintertime, things such as slips, trips and falls when sidewalks and steps become wet or icy. Fender benders occur as roadways become slick or snowpacked. Hypothermia and frostbite can occur from overexposure to the cold. Cases of heart attacks and carbon monoxide poisoning rise during the winter months. The good news is that most of these perils are preventable. If we plan ahead and take the proper safety precautions, many wintertime mishaps can be averted.


If you are going to be out in frigid temperatures, plan ahead by listening to the local forecast. Check to see if the temperature will be rising or falling during the day and if any inclement precipitation may be occurring. The weather forecaster will probably give two temperatures: one will be the actual outside temperature and the other will be the wind chill temperature. The wind chill is based on the rate of heat loss from exposed skin caused by combined effects of wind and cold. As the wind increases, heat is carried away from the body at an accelerated rate, driving down the body temperature. The National Weather Service (NWS) has been using the Siple and Passel Index since 1945. But as of 1 November 2001, the NWS will implement a new wind chill temperature index. The new index features the latest advances in science technology and computer modeling which have resulted in a significantly improved wind chill index. The new index will provide a more accurate, understandable and useful formula for calculating the potential danger from the combination of wind and cold temperatures.

After listening to the latest forecast, dress appropriately. Wear several layers of loose fitting, lightweight clothing, and wear mittens or insulated gloves. As much of your body heat


escapes through your head, be sure to wear a hat. Remember that entrapped, insulating air, warmed by body heat, is the best protection from the cold.

While you're out in the frozen tundra, take it easy as much as possible. The strain from cold temperatures is hard on the body, so take regular breaks when doing heavy labor such as shoveling, pushing a car, or walking in deep snow. Many heart attacks occur in cold weather.


If you are driving out in the cold, winter weather, make sure your vehicle is in good repair and protect your fuel (gas) lines from freeze ups by keeping your tank greater than half full at all times. Make sure that your car has adequate antifreeze. Check your tires for proper inflation and plenty of tread so that you will have good traction when you need it. Check the battery if it's older than 3 years old — make sure it can carry a full charge. You also will want make sure your heater and defroster work. Once you have checked the vehicle and are ready to go, make sure you have a good ice scraper and a Winter-Survival Safety Kit. A vehicle winter survival kit should include:

 **Blankets and a bright piece of cloth to tie on your antenna should you become stranded.**

 **Flashlight with spare batteries.**

 **Extra change of clothing to keep dry. Non-perishable foods such as candy bars or high calorie foods such as Power Bars.**

 **A can and waterproof matches (used to melt snow for drinking water).**

 **A compass, shovel and sand (you may substitute with kitty litter), tow rope, and jumper cables.**

In your home, get your furnace checked before the season begins. The serviceman will check for gas leaks and will make sure all the heating burners have bright blue flames (for natural gas users) and bright blue flames with a hint of yellow (for propane users). Incomplete combustion can lead to a rise of carbon monoxide levels in your home and mean asphyxiation for you and your family.

Besides having your furnace checked, purchase a carbon monoxide detector. You can find these in most discount and hardware stores next to the smoke alarms. These monitors have an audible alarm when the safe levels of carbon monoxide are exceeded. Follow the manufacturer's

Wind Chill Chart

Temperature (°F)

Wind (mph)	Temperature (°F)																		
	Calm	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
5		36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
10		34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72
15		32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77
20		30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81
25		29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84
30		28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87
35		28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89
40		27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91
45		26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93
50		26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95
55		25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97
60		25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98

Frostbite occurs in 15 minutes or less

Wind Chill (°F) = $35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$
 Where, T = Air Temperature (°F)
 V = Wind Speed (mph)

— Winter Safety

guidelines for installation and the appropriate emergency response you should take if the alarm is sounded.

Another area for concern in your home is that of the fireplace. Fireplaces can cause increased levels of carbon monoxide if not properly vented and can be a fire hazard. Have your chimney

checked each year for potential problems and to clean the compounds that accumulate in a chimney which increase fire potential.

The old adage “an ounce of prevention is worth a pound of cure” is very true when it comes to winter weather safety. Stay safe and warm!



A photograph of a worker in a blue and yellow safety harness standing on a white scissor lift. The worker is positioned against a light-colored brick wall. The word "FALL" is written in large, stylized letters made of wood, and the words "Protection Basics" are written in large, bold, orange letters below it.

FALL Protection Basics

**by SSgt Bart D. Craven
437th Wing Safety**

Employee safety is a concern in any occupation. We plan for unintentional fires by having fire sprinkler systems and extinguishers available and ready to use. We wear protective clothing to guard against caustics and other

harmful substances. Yet, when it comes to protecting workers at heights, we often do not provide the needed degree of safety.

Falls to lower levels fatally injure more than three times as many people annually as unintentional fires and exposure to harmful substances combined. According to the most recent National Safety Council *Accident Facts* publication, falls to lower levels were the number one leading

complain, and rightfully so, that the harnesses are difficult to put on and adjust; that the lanyard hooks are difficult to operate; or that the anchors are hard to reach and even create fall protection hazards to install.

History of a Fall

FREE FALL DISTANCE	SPEED IN MPH	HUMAN RESPONSE
0"	0	NONE
2"	2	AWARE
18"	7	AWARE
72" (6 FEET)	13.3	IMPACT

Choose the Right Equipment for the Job

To help you choose the right fall protection equipment, keep these four steps in mind:

1. Assess the hazard. What kind of work are you doing and where is it located? A rooftop, beam, aircraft, or suspended work situation require different safety solutions.
2. What will happen in the case of a fall? Think about the structures below you and your fall clearance.
3. Select the appropriate equipment for the job. Think about the level of comfort and mobility you need from your equipment and the location of your work.
4. Seek training. When using safety products, even the smallest things make a very big difference. You should be trained in the most effective and quickest ways to make adjustments to a harness, to spot potential problems with equipment, and to rectify a bad situation if anything goes wrong.

Designing Your Personal Fall Arrest System

Personal fall arrest systems (PFAS) are comprised of three elements: a full body harness that is designed specifically by workplace application; a shock-absorbing lanyard or self-retracting lifeline engineered to take the strain out of a fall; and an anchorage connector guaranteeing the most secure base connection possible.

Arguably the most fundamental component of any PFAS is the full body harness. A good quality, well-designed harness should retain its shape when taken off to avoid tangling and snagging. It should be comfortable to wear throughout the workday and

cause of fatal occupational injuries.

Of course, the best fall protection is to set up the job site so workers are not exposed to danger. But if that is not possible, you should consider your fall protection options. Just providing fall protection equipment is not the answer. If you want workers to actually use the equipment, choose fall protection gear that provides ease of installation, simplicity, and ease of use for your workers. Most workers will

be adjustable across the chest, shoulders, and leg straps. Additional options such as belts and seat slings can provide additional support, but these are a matter of personal preference. New, “high-tech” harnesses that are just coming on the market are ergonomically designed for long-wearing comfort, workplace efficiency, durability, and good looks.

Note: (PFAS) must be inspected each time prior to use.

The best harnesses effectively spread the impact forces of a fall to the areas of the body best able to take the strain. In the days before harnesses, a body belt would send impact forces straight to the spine or midsection. Today’s harness designs channel those forces to the fatty tissues of the thighs and buttocks, as well as to areas of the body such as the chest and shoulders.

An important feature when choosing a harness is the functionality and location of the D-Ring. The D-Ring is the main connection point of any harness. A front D-Ring, attached to the chest strap, is critical for safe connection to a ladder-climbing safety mechanism such as a fixed cable or rail system. A back D-Ring, used for connection to a lanyard or self-retracting lifeline, will keep you in an upright position in case of a fall. Side D-Rings are used for restraint and work positioning.

A note of caution for wearers of harnesses made of stretch fabric: Take into account the stretch of the harness in calculating your fall distance and wear the harness snug enough so the chest strap will not catch under your chin in case of a fall.

Note: As of 1 Jan. 1998 body belts cannot be used for fall protection it can only be used as a limiting device.

Other Components of the PFAS

Selecting the remaining components of the personal fall arrest system—lanyards, self-retracting lifelines, horizontal lifelines, and anchorage systems—depends on the nature of the work and its location.

Before you decide on the remaining components of your fall arrest system, it is critical to understand your potential fall distance and clearance. If your anchorage point is located at or higher than your D-Ring, your fall distance will be the length of your lanyard plus the activated portion of the lanyard’s shock. If your anchorage point is lower than your D-Ring, you must add to your fall distance the additional distance from your D-Ring to the lower anchorage point. A special shock-

absorbing lanyard, as described below, is available for this application.

Lanyards

Shock-absorbing lanyards have quickly become the standard in fall protection. Manufactured from tough polyester webbing, with a tensile strength anywhere between 5,750 pounds and 9,800 pounds, they guarantee performance. The best shock-absorbing lanyards will reduce the arrest forces on a worker during a fall to 900 pounds, which is half the maximum allowance regulated by OSHA standards. Lowering the arresting forces means less impact to the worker’s body.



Standard shock-absorbing lanyards will reduce the arresting forces to 900 pounds when a worker falls from 6 feet or less. This is the case when the worker is connected to an anchor overhead.

Specialized shock-absorbing lanyards are available to arrest falls and still meet OSHA standards when the workers are connected to an anchorage point at their feet. Connecting at your feet increases the fall distance to as much as 12 feet.

Kevlar webbing for flame resistance is a must for welding applications. Some models feature self-locking snap hooks that can be easily connected to the D-Ring or anchorage point without having to remove welding gloves.

Self-Retracting Lifelines

A popular alternative to lanyards is self-retracting lifelines (SRLs). Extending and retracting automatically, SRLs are neatly encased in protective housing and provide the best mobility without the chance of added tripping, snagging, or dragging hazards. Better models come with an impact indicator showing whether the line has suffered an impact from a fall. In addition, some self-retracting lifelines are sealed to protect critical fall protection elements from harsh environments.

Selecting the best self-retracting lifeline for the job depends on where your work is located. If you're working in an aircraft maintenance situation, typically a 30- to 50-foot model will cover all of your needs. SRL's will give added mobility were a lanyard will not.

Anchorage Connectors

Anchorage connectors have come a long way since the days when workers would often wrap their lanyards around a beam and go about their business. The constant movement would cause abrasion, creating pinch points and wear in the lanyard.

Today, the most popular and widely used connector is the D-Ring connector, which bolts or welds easily

to any beam. A tie-off adapter provides a 5,000-pound minimum tensile strength webbing connection that wraps around an overhead beam.

It is important when locating a connector that it is at your back D-Ring level or higher. Having the anchorage point at this level will limit your fall distance and the forces that will be applied to your body in the case of a fall.

Often, there is no overhead anchorage point. If this is the case and you must connect to an anchorage point at your feet, there are a couple of anchorage options. A girder grip is one possibility, featuring a pivoting wing-bar that provides the girder lock on steel beams from 0.25 to 1.25 inches thick. A fixed beam anchor also can be installed



Fall Protection

quickly. Featuring a dual beam grip, this model easily adjusts to fit larger beams. For complete mobility, there are sliding beam anchors that work effectively at your feet or overhead.

Horizontal Lifelines

If you're working in building construction without flooring or in areas with limited anchorage points, horizontal lifeline systems are the best option. Usually lightweight, they can be transported quickly and set up at different areas of work sites.

Horizontal lifelines vary in design, but a classic

model will offer two anchors that connect easily to any given beam. Once attached, you simply run a cable between the anchors and hook your lanyard to the cable. All these systems offer great versatility and are ideal for bridge construction and repair jobs, plant maintenance, and steel frame construction. They can double as a handrail for extra support.

Safety the Bottom Line

Whether you are on your first job or are a seasoned pro, safety is an ongoing concern. For every job, run through this simple checklist to ensure that safety remains a priority:

➔ **The work situation.** Consider where you are working and the physical challenges

Height Requirements for Fall Protection

General Industry	CFR 1910	4 Foot
Construction	CFR 1926	6 Foot
AFOSH	AFI 91-100	10 Foot for Aircraft Surfaces only.





and limitations of that space. What are the major risks involved? Do you need free fall protection or restraint?

➡ **Mobility.** How will you get to your work area? Do you need to climb ladders to reach the side of a water tank that needs repairing? Will greater mobility be an issue? For areas that can only be accessed by ladder, you should have the appropriate harness connector and lifeline. And will a self-retracting lifeline work best for you?

➡ **Scale of the project.** Are you working two stories up or 22? The scale of a project will determine the size of lanyard or lifeline you need. Smaller-scale projects may require less heavy-duty lifelines and give you the option of lightweight models that increase mobility and reduce fatigue on the job.

➡ **Overhead connection.** Where is your best anchorage point? Will you be able to attach a lanyard or lifeline to an overhead beam, or will you need a beam anchor?

➡ **Equipment check.** Check all of your equipment regularly. Make sure lanyards and harnesses are not stretched or damaged and lifeline indicators are intact. Working with damaged equipment is a risk you don't need to take. If you suspect equipment is damaged, replace it immediately.

➡ **Get help.** Always ask for assistance from fall protection experts. If you cannot find a system or do not understand the existing systems, contact your base safety office or your fall protection manufacturer.

VENOM

437th Aerial Port Squadron Mobility Flight Executes VENOM DEFENDER 01

By MSgt Harris and
SSgt Aschenbrenner

The 437th Aerial Port Squadron (APS) Mobility Flight at Charleston AFB, SC continues to hone their combat war fighting skills in the fundamentals of Air Base Ground Defense, known as VENOM DEFENDER. All Aerial Port Mobility Flights and AMOGs have a yearly requirement to attend some form of Air Base Ground Defense training either through AMC's premier Phoenix Readiness Air Base Ground Defense course taught at Fort Dix, N.J. or via local Venom Defender



Photos by Sra David Deremer

DEFENDER

training. By teaching the Venom Defender class on site, the curriculum can be structured to better serve the squadron's needs. Core information is taken from Phoenix Readiness and incorporated into the Venom Defender curriculum. More emphasis is placed on scenarios or situations that could apply to Aerial Port operations and increase tactical awareness. While Phoenix Readiness covers many diverse and different career fields, Venom Defender concentrates on the Aerial Porter.

Numerous man-hours are devoted to planning and organizing the Venom Defender training course. Planning for the actual course begins about four months prior to the start date. Classroom instructors, or Cadre, are individuals who have attended Phoenix Readiness within the past year and are familiar with the course material. EOD personnel are employed to teach the explosive ordnance portion and a certified Self Aid and Buddy Care instructor teaches Self Aid and Buddy Care. Use of certified instructors ensures the students will fill the annual requirements as well as receive airman's manual training. The classroom portion covers aspects of perimeter defenses, building effective defensive fighting positions, tactical movements, field sanitation, and level 1 force protection. Last, but most importantly, the rules of engagement and safety precautions are emphasized to the students.

At a predetermined time early Monday morning students are recalled with bags packed. Upon arrival at the base, students are issued their weapons and practice the clearing procedures they were taught in class. Students receive an intelligence briefing and the rules of engagement for the Field Training Exercise (FTX) are explained.

The FTX usually lasts three to four days and is packed with numerous training scenarios. Tactical operations run from 1200 to 0000 every day, with extended hours when necessary to meet training objectives. Opposing forces scenarios are written so the difficulty and threat level increase each day, continually challenging the students. After the rules of engagement are clearly defined and all questions are answered, students then quickly prepare for deployment. Final deployment preparations are made, trucks are loaded and the students are on their way to North Air Field, SC, to start the FTX.

Upon arrival at North Field the camp commander takes charge of the troops and begins setting up the camp and the perimeter defenses. Once the camp is set up, the weapons and Miles gear are sighted for accuracy. First thing on the schedule is convoy training. Cadre and safety personnel jointly ensure all convoy training is accomplished before the convoy embarks on its mission. During this training students are expected to employ all disciplines needed to make a successful convoy, including the clearing of barriers and the recovery of necessary supplies. This is usually the student's first encounter with the OPFOR. As with any training scenario, after the completion students are evaluated on their performance and given valuable pointers to improve their skills for the next time they meet the OPFOR.

Some of our scenarios include kidnappings, airdrop recovery, counter intelligence and retrieving injured personnel. This enables students to be more vigilant, and teaches them to think clearly in a high stress environment. When the FTX is complete, everyone has learned a great deal and has had a great time learning it. The last day starts with rollout



procedures. Defensive fighting positions are filled in, tents are broken down and packed, weapons are secured until cleaning and, as always, the environment is left as it was found. At the 437th Aerial Port Mobility flight we are serious about training and readiness. Our lives may depend on it.



A collage of images featuring military personnel in helmets and a fish, symbolizing mobility and readiness. The central figure is a man in a white helmet looking forward. To his right is a fish with a human-like face. Below the central figure is another man in a white helmet. In the background, another person in a helmet is visible. The overall theme is military mobility and readiness.

Always Proud,

Mobile First!

What Is Risk?

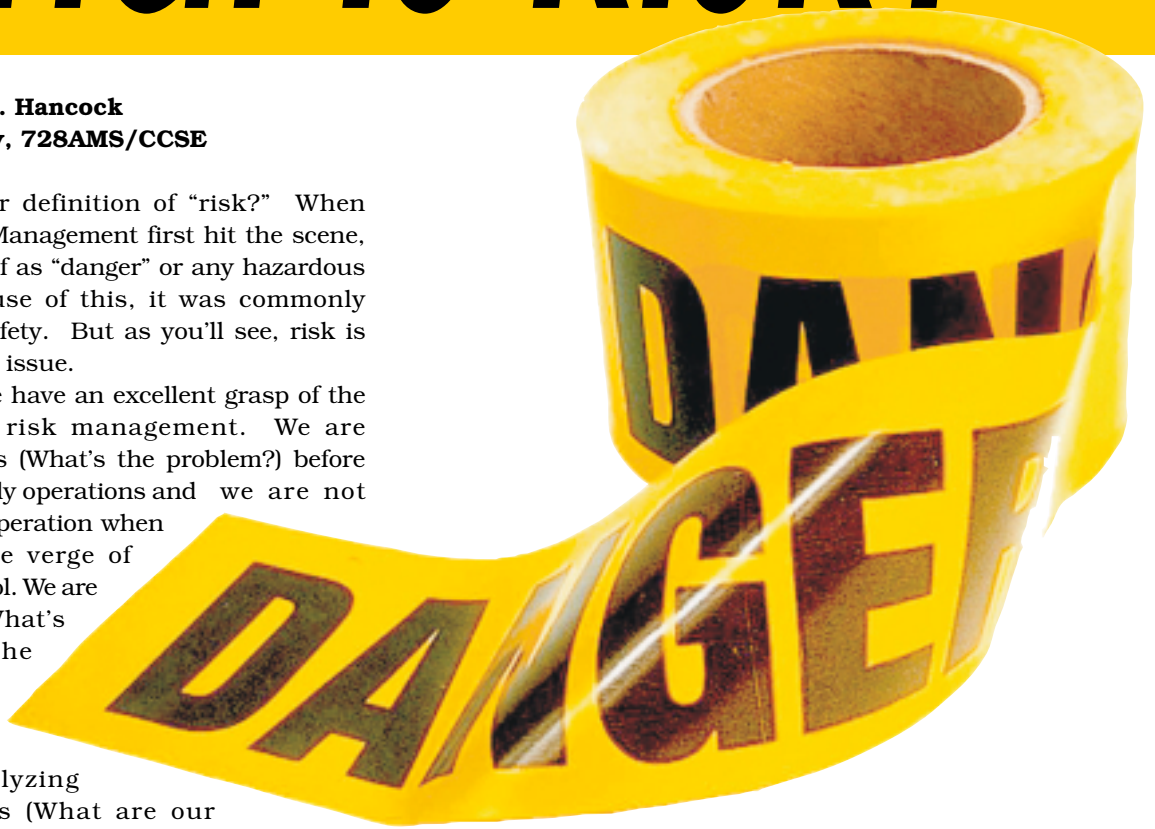
by **MSgt Burrell E. Hancock**
Chief of Safety, 728AMS/CCSE

What is your definition of “risk?” When Operational Risk Management first hit the scene, risk was thought of as “danger” or any hazardous condition. Because of this, it was commonly associated with safety. But as you’ll see, risk is more than a safety issue.

Generally, we have an excellent grasp of the safety aspect of risk management. We are identifying hazards (What’s the problem?) before and during our daily operations and we are not afraid to stop an operation when things are on the verge of getting out of control. We are assessing risk (What’s the effect on the potential for mission success?) better than ever before and analyzing control measures (What are our options to decrease the risk?). Once our options are clear, we are making the control decision (proper level of authority selecting options which produce the best possible outcome) and implementing control measures (attacking the risk, boldly!) Finally, we are supervising the process (ensuring our idea is working). This is all well and good but now it’s time for us to take the next step.

If you broaden your definition of risk, you’ll find risk can be assembling a group of people, spending money, or building a facility. If you schedule a meeting and don’t announce the correct time...that’s poor risk management. If you invest in a stock and the company folds the next day...that’s poor risk management. If you lay a foundation then tear it up to install plumbing...that’s poor risk management.

Risk management is planning ahead. Risk management is doing your homework.



Consider these questions:

**Are you
conducting
all
required
training?**





Do you drink responsibly?



Do you ask yourself... "What if?"

Have you identified all hazards in your work area?



Are you comparing prices before you spend government money? Or your own?

Do you know where your children play and who their friends are?



Always remember, risk management is more than a safety issue. Risk management is a life issue.

C.R. TERROR

Heroic Maneuvers Unaware

The winter weather had been particularly cold this season, and C.R. was having real difficulty dedicating himself to trimming his abode with festive decorations for the holiday season. In C.R.'s neck of the woods, trimming the house was not just a term used to string lights around the eaves or scatter a few bulbs across some bushes in the front flower bed. It was serious competition and C.R. was determined that his lair would garnish the honors as the most spectacular this season...or else!

As usual, C.R.'s plan of operation lacked one key element: planning. However, this was not a deterrent for the World's Greatest Aviator. It only served as a stimulant, jump-starting his inventive and ingenious modes into high gear. So C.R.'s well-thought out plan to garnish highest honors was to simply make every decoration he owned fit somewhere.

"Make it fit?" stammered Sammy as he listened to C.R.'s so-called plan.

"Yep. I have enough stuff here to cover every square inch of the front yard, including the bushes and trees. I'll probably even have enough lights to string some across the yard," C.R. spouted as he carried out the last box of holiday decorations from the garage.

"But C.R., a lot of these lights are very old. Do they even work?" Sammy questioned as he ran his fingers across the frayed end of a string of lights.

"Oh, don't worry Sammy," C.R. blubbered. "I've got this entire situation totally under control. These lights are low voltage — sissy stuff."

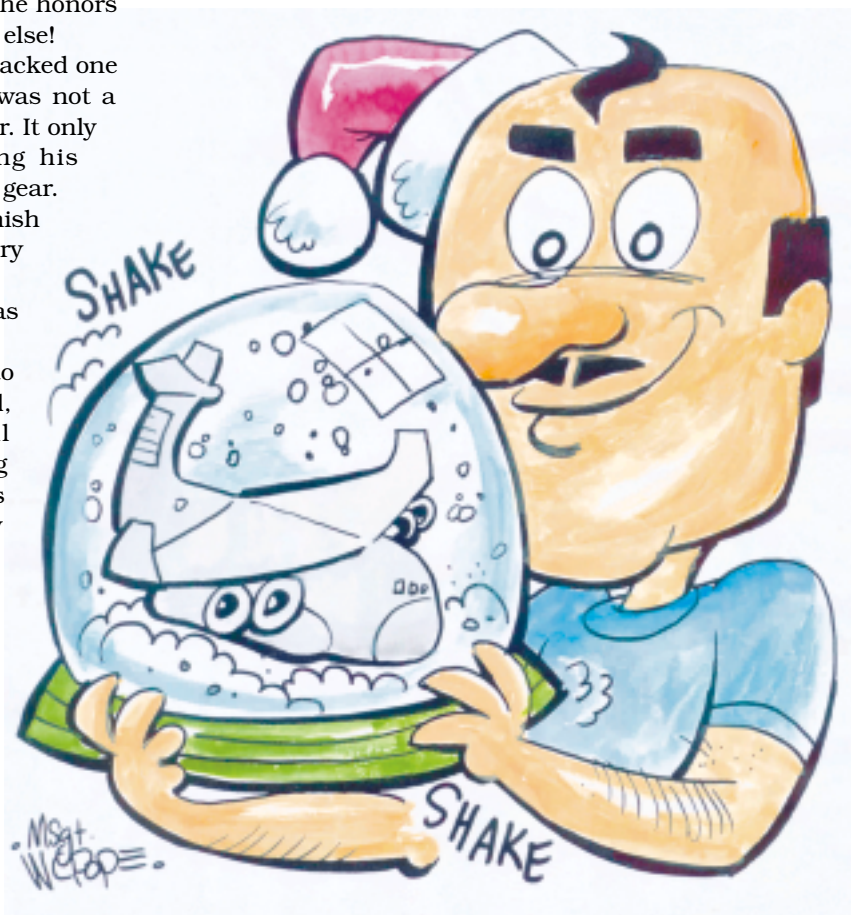
"That's not true," Sammy argued. "What about all of those lights that look

like icicles that were catching on fire and burning down houses..."

"Shush, shush!" ordered C.R. as he wagged his finger in front of Sammy's face. "Not a problem. After all, I do have a plan."

"You do?" asked Sammy. "You really do?"

"Of course!" C.R. retorted. "But we're not going into battle, just hanging some simple lights. Gee



whiz, Sammy, take a chill pill!"

"I don't have to take a chill pill," Sammy snapped back. "Remember, we are standing outside in the snow and it's only 15 degrees."

"Gadzooks, Sammy, quit whining and put on your cold weather gear. We have lots of work to do!" declared the Rotund One.

Sammy shook his head in resignation. He already had an idea of what was about to transpire.

C.R. forged onward with his "plan", not to be deterred by details. Unfortunately, the task was becoming a bit more daunting than the daring hero had initially anticipated. In his haste to bring all of the decorations out of the garage, he had managed to mingle the old with the new, and the bad with the good. There were over 30 boxes of decorations scattered on his front lawn.

"C.R.," observed Sammy, "You have an absolute mess!"

"No, I don't, m'lad," C.R. explained. "It's just a matter of... ah, organizing chaos, of which I am the Master," C.R. philosophized as he began tossing boxes into groups.

Sammy, being the faithful friend, continued in his service and began unpacking C.R.'s wealth of accumulated and worn decorations and placing them in piles on the lawn.

One by one the boxes were emptied on the front lawn of C.R.'s abode. Both C.R. and his faithful co-pilot carefully organized lights in one pile, bulbs in another pile and garland in another. There was even a pile for snowmen. C.R. had it all. Over the years as the Skyways Sultan navigated himself around the world, he was constantly bringing back souvenirs from his journeys and one of C.R.'s favorites was the string of flashing green and yellow pineapples with tiny grass skirts.

"Ah, there they are!" exclaimed C.R. as he grabbed the string of lights, being careful not to rip any of the grass skirts off the pineapples. "It just wouldn't seem like the holiday season if I didn't have these lights."

Sammy, staring at C.R. in disbelief, just shook his head. He couldn't even muster a reasonable response to that spectacle of questionable taste. "Gosh, I hope he doesn't hang those where anyone can see them," Sammy thought to himself.

The team was actually making some progress. They had almost all of the boxes unpacked and separated into piles. Meanwhile, C.R.'s dog Windsock, was making progress of his own. The giant Airedale had been asleep in his doghouse in

the corner of the garage and sometime during the commotion was disrupted from his snooze. The last thing he wanted to do was to get out in the cold, but there are somethings that just can't be avoided. Despite the freezing cold temps, Windsock had to go... number one. And like most self respecting hounds there was a certain territory which had to be maintained, but after the 12-inch snowfall from the night before, most of the pertinent objects were covered in snow.

Windsock was somewhat distressed. He proceeded to walk around in circles in the garage, sniffing the floor and other objects and whining because he couldn't find anything which he considered to be a suitable target, or even good enough to spend time and energy claiming. He didn't want to go outside in the deep snow, either. He was about to sit in the middle of the garage floor and proceed to wail a song of appeal to C.R. when he suddenly noticed that the snow had been trampled down just outside the garage in the front yard. As if he were a pup again, Windsock jumped to his feet and dashed out the garage door.

"This is great," thought Windsock. "No deep snow and lots of bushes!"

As Windsock rounded the corner of the house he could not believe what he was seeing. It was the dream of all dog dreams. There in the front yard of his master's house was a veritable lifetime of foreign objects just waiting to be claimed and conquered! And Windsock, knew as the faithful companion of C.R., that it was his duty to protect his master. Undaunted by the exhausting work before him Windsock proceeded to waste no time in "eliminating" foreign matters. In the meantime, the Dynamic Duo, both so engrossed in their labors, were not aware of Windsock's heroic maneuvers.

One by one Windsock eliminated the "enemy" and when satisfied he had done his duty he trotted back to the garage and again curled up in his doghouse. By this time, C.R. and Sammy had successfully sorted enough lights to begin hooking them together and stringing them through the trees, bushes and along the eaves of the house.

"Which set do you want first?" Sammy asked C.R. as he grabbed a handful of lights.

"Let's use all the red, white and blue ones first, then the green and yellow and save the pineapple lights to hang above the front door," C.R. announced as he gleamed with self-approval at his decision.

"Save the pineapple lights to hang above the front door?" Sammy inquired as he suddenly felt

sick at his stomach.

"They are going to look great!" C.R. boasted as he envisioned the finished work. "I'm sure to take first prize this year."

When the temperatures are below freezing, it doesn't take long for liquids to freeze, especially warm liquids, and Windsock's boundary material was already setting up solidly on the objects which had been claimed. Although there was a slight variance in the color of the snow, it was difficult for C.R. and Sammy to notice because they were both

wearing sunglasses to cut down on the glare from the snow and the dark glasses reduced the variance in color.

"Hey, C.R. I've got 10 of these sets hooked together. Will that be enough for the persimmon tree by the sidewalk?" Sammy asked as he began dragging the enormous string of lights toward the tree.

"I think so," C.R. responded.

"Hey are you having any trouble plugging some of these sets together? Some of these plugs



seem to have stuff inside," noted Sammy.

"Nah, it's probably just a little bit of dirt or something. Ignore it, m'lad!" commanded C.R.

Tree by tree and bush by bush, the duo hung and strung until the front of C.R.'s house looked like the Las Vegas version of the North Pole. Satisfied they had effectively completed C.R.'s plan, the moment of truth was all that was left.

"Okay, C.R. I've got all of the lights plugged into the extension cord," Sammy revealed. "Go ahead and turn on the lights!"

C.R. was so excited. He knew it was going to be great. Santa himself would be impressed, no doubt. C.R. slowly slid his hand toward the switch on the wall, and closed his eyes. He wanted to see everything light up at once. It was going to be explosive!

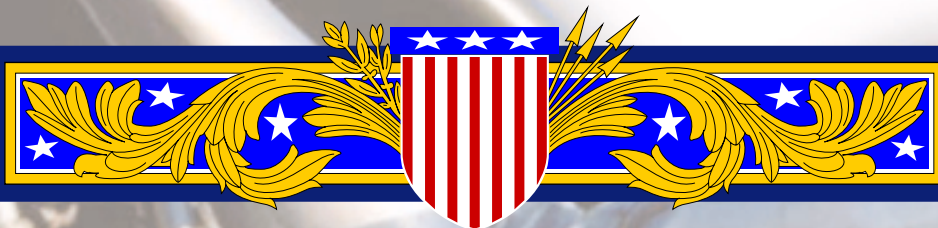
"Turn them on!" Sammy shouted.

"Okay!" C.R. responded. Slowly he flipped the switch and the show of the century unfolded before their eyes. Although freezing temperatures cause liquids to freeze, electric currents can quickly melt anything frozen. And as C.R. put the juice to the lights, the frozen juice his faithful companion had left behind in the lights was now producing an electric show of unequalled proportions.

The persimmon tree next to the sidewalk looked like a giant torch, and the row of boxwood shrubs along the house were dotted with what some would say looked like sparklers. It wasn't long before all of the electricity in the house was lost and C.R. was suffering from an acute case of white knuckleitis.

The moral to the story: Beware of friends bearing gifts of liquid measure.





Flying Hour Milestones

8500 Hours

135 AS, Baltimore, MD
MSgt Steven Pargan

7500 Hours

135 AS, Baltimore, MD
Lt Col Ronald James
CMSgt Frederick Williams

6500 Hours

99th AS, Andrews AFB, MD
SMSgt Vernon A. Hurston

135 AS, Baltimore, MD
Lt Col Cory Lunt
Lt Col David Rein
Lt Col Warren Thomas
CMSgt Edmund Scarborough
SMSgt Keith Gregory
MSgt James Greaves

310 AS, MacDill AFB, FL
SSgt Chris Durant

5000 Hours

99th AS, Andrews AFB, MD
Maj Michael K. Wolf
TSgt Mark J. Havlik

135 AS, Baltimore, MD
Lt Col Karl Elders
Maj John Buckler
CMSgt Gordon Riffe
MSgt Harold Stewart

310 AS, MacDill AFB, FL
Maj David B. Knight
MSgt Raymond P. Ikone

3500 Hours

6 AMW, MacDill AFB, FL
Col Michael S. Coman
Col Robert Kane
Lt Col Kyle L. Smith

6 OSS, MacDill AFB, FL
MSgt Mervin W. Arthurton

91 ARS, MacDill AFB, FL
Maj Robert Clewis VI
MSgt Tony Ceraolo
TSgt Mark Miller

95 AS Milwaukee, WI
Maj Anthony P. Chosa
Maj Michael P. Day
Maj David C. Devogel
Capt Erik B. Olson

99th AS, Andrews AFB, MD
Lt Col Robert L. Arends
Maj Andrew J. Smith
TSgt Thomas G. Heck
SSgt Steven R. Quickstad

135 AS, Baltimore, MD
Col Chris Inglis
Lt Col Thomas Hans
Lt Col Bruce Macomber
Lt Col Marc Wolfgang
Maj David Deborger
Maj Skip Deschenes
Maj Gordon Kinney
Maj Joseph Llewellyn
Maj John Maffei
Maj Michael Mentges
Maj Dana Pratt
Maj Bryant Qualls
Maj William Schneider
SMSgt Wayne Stiffler
MSgt Scott DeMarco
MSgt Richard Essel
MSgt Mark Gupton
MSgt Thomas Lowery
MSgt Thomas Martin
MSgt Douglas Neilson

310 AS, MacDill AFB, FL
Lt Col Jon Banks
Lt Col David S. Dale Jr
Lt Col Stephen R. Kowalski
Maj Sid Eskridge
Maj Robert L. Giddings
Maj Farrell B. Howell
Maj Edward Icenhour
Maj Keith R. Kreeger
Maj James E. Ledbetter Jr
MSgt Kevin Mcquay
TSgt Mark D. Holcomb

2500 Hours

6 AMW, MacDill AFB, FL

Lt Col James J. Dice
Lt Col Michael D. Ellis
Lt Col Keith A. Keck

6 OG, MacDill AFB, FL

Col Alfred J. Stewart

91 ARS, MacDill AFB, FL

Lt Col Roger H. Watkins
Maj Marc W. Goold
Maj Lori Pulaski
Maj Jeffrey E. Smith
SSgt Joseph Gellis
SSgt Lance Quenga

95 AS Milwaukee, WI

TSgt Ronald D. Edwardson

99th AS, Andrews AFB, MD

Maj Frederick M. Koennecke, Jr
MSgt Armando Visitacion

135 AS, Baltimore, MD

Lt Col Robert Hickey
Lt Col Timothy Robbins
Maj Joseph Brophy
Maj Theresa Bufkin
Maj David Falter
Maj David Gessouroun
Maj Scott Pinkham
Maj Gary Schropp
Maj Craig Spence
Maj Ronald Wines
Capt Lee Fishpaw
Capt Sean Lee
MSgt Ronald Mass
TSgt John Britt
TSgt James Burdette
TSgt Steven Duckworth

310 AS, MacDill AFB, FL

Lt Col Kevin W. Oatley
Maj Barry Beavers
Maj Thomas J. Richards
Maj Jeffrey R. Schollmeyer
Maj Perry T. Shearouse
TSgt Sean Donahue
SSgt Steve Piascik

1500 Hours

1st Helicopter Squadron, Andrews AFB, MD

SSgt Paul Heller
SSgt William Kitzmiller

6 AMW, MacDill AFB, FL

Lt Col Julie Keck
Capt Jennifer R. Crossman

6 OG, MacDill AFB, FL

Capt Shawn L. Black
SMSgt Bricker Martin

6 OSS, MacDill AFB, FL

Lt Col Richard McClain
Maj Luis A. Muniz

91 ARS, MacDill AFB, FL

Maj Kenneth G. Ernewein
Maj Henry W. Polczer
Capt John H. Armstrong
Capt Greg W. Casa
Capt Phillip A. Clinton
Capt John W. Heck
Capt Stephen P. Jones
Capt Marty Miller
Capt Tom Philipp
Capt Frank A. Toranocampos
Capt Jeanette M. Voight
Capt Kyle D. Voight

95 AS Milwaukee, WI

Maj Jon W. Thorell
TSgt Lonnie W. Mattos

99th AS, Andrews AFB, MD

SSgt Kelley Wojtowicz

135 AS, Baltimore, MD

Maj Kristi Brawley
Capt Gary Bernard
Capt Todd Hendrickson
Capt Karen Hendrickson
Capt Michael Koma
Capt John Nilan
Capt Lanc Tuttle
TSgt Butch Coleman
TSgt Christine Fisher
TSgt Freddy Harper
TSgt Wayde Minami
TSgt Randy St. Clair
SSgt Jennifer Kerstetter
SSgt Matthew Kcrstetter
SSgt Kevin Meadows

310 AS, MacDill AFB, FL

Lt Col Thomas A. Scott
Capt Joseph C. Brewster
Capt Keith A. Peloquin
SSgt Tony Busquets
SSgt Bernard B. Echiverri
SSgt Sam S. Walker



TERRORISM'S Psychological Effects And Our Response

LtCol Frank Budd, USAF, BSC, Ph.D.
Behavioral Sciences Flight Commander



Because of the extent of destruction and death in New York, Washington D.C., and Pennsylvania, most of us are experiencing some sense of shock and outrage. This is normal for any tragedy, especially one the size of the World Trade Towers. Terrorists, however, are counting on more than grief... they want to convince us that we are helpless... they are in charge. It can happen again... any where... any time.

Our Air Force leadership is faced with the same challenges as President Bush — reassuring the public that they are safe, and our leaders are in control— not the terrorists. In fact, that is the case.

We live in a great country which is both idolized by and resented by many people and nations across the globe. We have survived Civil War, national wars and we will survive this attack of terrorism. We did it in Oklahoma as a nation rallied to them in aid and spiritual support, and we will do it again now.

The song “God Bless America” is not just sung by a select few standing in a church or other place of worship. It is sung by all Americans because we are proud of our freedoms, blessings, and privileges. No one, including an unnamed terrorist group can take away our national identity, our national strength or our moral resolve to stand for “truth and justice” and to defy evil. We will defy the evil of terrorism.

Those responsible will be found and punished just as President Bush promised. Our country did not sink into the Pacific Ocean or into a sea of despair after Pearl Harbor and we shall not sink down into defeat in heart or military might because of the despicable and evil actions of a select few terrorists.

While we sort through our individual responses of shock and outrage, let us take time to embrace those we love, and truly cherish our freedoms and our privileges as American citizens. God Bless America!

POPE'S PUNS

